



**GAS TURBINE FULL
POWER & QUICK
REVERSALS GRADE
SHEET (Ver.02)**

FULL POWER POINT DEDUCTIONS GAS TURBINE	
ABILITY TO DEMONSTRATE FULL POWER	MAX DEDUCTION
Equipment Pre-reps not met IAW OPNAVINST 9094/PMS/EOSS.	1.0
Full power terminated due to equipment casualties/safety concerns	.41
Deduction of .01 will be made for every percentage point below the required 100% Full Power (srpm.shp) achieved.	-.01 per percentage point below min. SHP/RPM
Any System not operated IAW EOP/design specification.	.25
NON-COMPLIANCE WITH ENGINEERING PROCEDURES AND APPLICABLE SAFETY PRECAUTIONS	.41
GAS TURBINE ENGINES	MAX DEDUCTION .20
Leaks in GTE module exceeding GTB 17 guidance.	.05
Any GTE alarm	.05
Vibration Monitoring System inop.	.02
Blow-in Door open.	.05
NGG (Gas Gen. Speed) split in excess of 200 rpm.	.03
T5.4 (power turbine inlet temp) split in excess of 100 degrees.	.03
NPT (power turbine speed) split in excess of 20 rpm.	.03
PT2 (power turbine inlet pressure) split in excess of .2 psi.	.03
Fuel manifold pressure split in excess of 50 psi.	.01
T2 (compressor inlet temp) split in excess of 4 degrees.	.01
Excessively low CDP (compressor discharge pressure).	.01
PT5.4 (power turbine inlet pressure) split in excess of 3 psi.	.03
REDUCTIONS GEARS-SHAFTING-CRP	MAX DEDUCTION .25
Excessive casing lube oil leakage per NSTM 241.	.02
Vent Fog Precipitator emitting oil vapor.	.02
No indication of oil flow in sight flow indicator.	.05
Unusual Noise/Vibration in Red Gear	.05
Sump levels not within operating range.	.02
Cooling Water Low Flow/Pressure Alarm.	.03
Excessive bearing lube oil leakage per NSTM 244.	.02

Unusual Noise/Vibration in Shafting	.02
Excessive stern tube seal leakage per NSTM 244 (varies).	.05
Cooling Water Strainer/Filter high delta P.	.01
Any CRP high filter delta P.	.01
CRP/CPP System oil leaks	.02
Required full ahead pitch not achieved.	.02
Loss of CRP/CPP control	.03
MAIN LUBE OIL SYSTEMS	MAX DEDUCTION .20
MRG Lube Oil Sequencing did not operate per design.	.05
Excessive system lube oil leakage per NSTM 262.	.05
Lube Oil Strainer/filter high delta P.	.02
Lube oil Temp Regulating Valve operated manually.	.02
Unloading Valve not operating per design.	.02
Any Lube Oil System Alarm	.02
Lube oil temp not maintained with parameter.	.02
FUEL OIL SYSTEMS	MAX DEDUCTION .20
Fuel oil leaks on service pumps in excess of NSTM 503.	.05
High delta P across Filters/Strainers/Coalescers.	.03
Fuel Oil Header Temperature operated out of parameter.	.02
Fuel Oil Header Pressure out of parameter.	.03
Any Fuel Oil System Alarm.	.02
Fuel system leaks	.05
CONTROLS	MAX DEDUCTION .15
Torque split between GTE's of the same shaft exceeded 6,000 ft lbs.	.05
GTE torque requirements not achieved or exceeded.	.03
Inop /Out of calibration Torsionmeter/computer/sensors.	.01
Spurious SCE system faults/alarms.	.01

QUICK REVERSAL POINT DEDUCTIONS GAS TURBINE

ABILITY TO DEMONSTRATE QUICK REVERSAL AHEAD/ASTERN	MAX DEDUCTION
Quick reversal terminated due to equipment casualties/safety concerns.	.41
Failure to achieve $\geq 80\%$ Full Power IAW INSURVINST 4730.1E	1.0
Any system not operated IAW EOP/design specification.	.25
NON-COMPLIANCE WITH ENGINEERING PROCEDURES AND APPLICABLE SAFETY PRECAUTIONS	.41
GAS TURBINE ENGINES	MAX DEDUCTION .20
Leaks in GTE module exceeding GTB 17 guidance.	.05
Any GTE alarm.	.05
Vibration Monitoring System inop.	.02
Blow-in Door open.	.05
NGG (Gas Gen. Speed) split in excess of 200 rpm.	.03
T5.4 (power turbine inlet temp) split in excess of 100 degrees.	.03
NPT (power turbine speed) split in excess of 20 rpm.	.03
PT2 (power turbine inlet pressure) split in excess of .2 psi.	.03
Fuel manifold pressure split in excess of 50 psi.	.01
T2 (compressor inlet temp) split in excess of 4 degrees.	.01
Excessively low CDP (compressor discharge pressure).	.01
PT5.4 (power turbine inlet pressure) split in excess of 3 psi.	.03
REDUCTION GEARS-SHAFTING-CRP	MAX DEDUCTION .25
Excessive casing lube oil leakage per NSTM 241.	.02
Vent Fog Precipitator emitting oil vapor.	.02
No indication of oil flow in sight flow indicator.	.05
Unusual Noise/Vibration in Red Gear	.05
Sump levels not within operating range.	.02
Cooling Water Low Flow/Pressure Alarm.	.03
Excessive bearing lube oil leakage per NSTM 244.	.02
Unusual Noise/Vibration in Shafting	.02
Excessive stern tube seal leakage per NSTM 244.	.05

Cooling Water Strainer/Filter high delta P.	.01
Any CRP high filter delta P.	.01
CRP/CPP System oil leaks	.02
Required full ahead pitch not achieved.	.02
Loss of CRP/CPP control.	.03
MAIN LUBE OIL SYSTEMS	MAX DEDUCTION .20
MRG Lube Oil Sequencing did not operate per design.	.05
Excessive system lube oil leakage per NSTM 262.	.05
Lube Oil Strainer/filter high delta P.	.02
Lube oil Temp Regulating Valve operated manually.	.02
Unloading Valve not operating per design.	.02
Any Lube Oil System Alarm	.02
Lube oil temp not maintained with parameter.	.02
FUEL OIL SYSTEMS	MAX DEDUCTION .20
Fuel oil leaks on service pumps in excess of NSTM 503.	.05
High delta P across Filters/Strainers/Coalescers.	.03
Fuel Oil Header Temperature operated out of parameter.	.02
Fuel Oil Header Pressure out of parameter.	.03
Any Fuel Oil System Alarm.	.02
Fuel system leaks	.05
CONTROLS	MAX DEDUCTION .15
Torque split between GTE's of the same shaft exceeded 6,000 ft lbs.	.05
GTE torque requirements not achieved or exceeded.	.03
Inop /Out of calibration Torsionometer/computer/sensors.	.01
Spurious SCE system faults/alarms.	.01